

CNB 77 ALOHA FROM HELVETICA



Main Characteristics

Type	Sloop Cutter Rigged	Hull material	Aluminium
Shipyard	CNB, France	Length O. A.	23,47 m / 77'
Naval architect	Philippe Briand	Length W. L.	18,62 m / 61'09"
Interior designer	Hervé Couëdel	Beam	6,02 m / 19'10"
Year	07/2010	Draft	2,70 m / 8'10"
Registry	British	Displacement	45 t / 99,208 lbs (half load)
Lying	Port Grimaud, France	Ballast	14,2t / 31,400 lbs
Price	1.180.000 EUR	Engine	1x VOLVO 180 hp
VAT Status	Paid	Accommodation	6 guests in 3 cabins 2 crew in 1 cabin + forepeak

INTRODUCTION

ALOHA is a stylish and beautifully designed semi-custom CNB 77, finished to the highest possible specification and with excellent pedigree.

She has been designed by the renowned award-winning Philippe Briand and built by CNB Bordeaux.

The vacuum infused composite superstructure and the aluminum hull provides a light, strong and seaworthy yacht for passage making in absolute comfort and safety.

The silhouette of this fast bluewater cruiser is elegant, with a moderate freeboard and a perfectly balanced sail plan. Thanks to her easy rig setup and to her comfortable and safe deck layout with double cockpit and twin helms, ALOHA can be easily handled by a small, shorthanded crew. Her sail handling is enhanced by electro-hydraulic-furling for all sails coupled with a Harken electric winch system.

Inside, ALOHA is the perfect owner's version. Her forward master stateroom is designed entirely for comfort, and relaxation with her huge desk, coiffeuse and king size bed. Four other guests can be accommodated amidships and aft in two spacious and comfortable cabins, each with en-suite facilities. Her cozy saloon is very light and tasteful.

ALOHA is a versatile yacht offering great sailing performances over longer distances in the utmost comfort and safety. An excellent opportunity, considering that the replacement costs would be over €4m fully equipped.

KEY FEATURES:

- **High pedigree yacht with Philippe Briand design**
- **Excellent sailing performance and easy to handle with limited crew**
- **Large center cockpit and vast aft deck**
- **Large and elegant accommodation below deck**
- **Only privately used since built, never chartered**
- **Strong and rigid aluminium hull construction**
- **Replacement costs over €4m fully equipped**

DESIGN

The CNB ALOHA has been designed by Philippe Briand, in conjunction with the Design Office of CNB (Construction Navale Bordeaux).

HULL / KEEL CONSTRUCTION

Hull and deck construction drawings examined by the BUREAU VERITAS.

The vessel is CE certified, "A" category

Hull, structure and Deck

The aluminum hull is welded to the inner frame following M.I.G. or T.I.G. protocols as indicated by the construction drawings. The aluminum hull plating is in 5086 H 111. The 6060 T5 grade of aluminum is used for extruded profiles. The engine room bulkheads, the collision bulkhead as well as the bulkhead between aft cabin and aft lazarette are watertight. A removable work bench is installed in engine room. With the exception of the watertight bulkheads, limber holes of adequate dimension are cut in all locations where water could be retained.

The entire superstructure of coach roof and cockpit is made in one piece composite glass – vinylester – balsa core that is glued and bolted to the deck.

Keel

The 14,200 kg cast lead keel is bolted to the hull.

DECK

Teak

The cambered deck and the cockpit are laid with 12mm teak, glued, with lines following the sheer line and notched king plank. Apparent width of teak planking 42mm. The caulking is in light grey matched to the color of the hull. All horizontal surfaces angled to provide proper drainage.

Deck gear

Crane for outboard engine

General

All fittings and hardware is polished 316L stainless steel.

Deck

Anodized chain plates with SST bushing

Mast collar

Bolted hatch for engine room access

Reinforcement for tracks, cleats, fairleads and winches

Life raft is stored in aft lazarette

1 halyard bracket

Deck shower near aft plate form

Radar and antenna mast

Flag pole

Stainless Steel compass protection

Swimming ladder built-in the platform

Deck scupper

Hydraulic aft swim platform with teak grating

Hydraulic Stainless steel gangway 3,2m with remote control

Rondal flush hatches on roof, Lewmar hatches on fore deck

Winches

ALL HARKEN anodized aluminum winches

- 2 SERIES 980 electric 3 speed self-tailing primary winches
- 1 SERIES 70 electric 3 speed self-tailing main sail sheet winch
- 2 SERIES 60 manual 2 speed self-tailing staysail and runners winches
- 2 SERIES 70 electric 2 speed self-tailing multi-purpose winch at mast step
- 2 SERIES 60 manual 2 speed self-tailing multi-purpose winch at mast step
- 1 double winch handle
- 1 single winch handle
- 1 winch handle holders in the aft cockpit
- 1 winch handle holders at the mast step

Deck hardware

2 Genoa tracks with traveler and stop

2 staysail track with traveler and stop

2 turning blocks

Life lines

The upper life line is 74 cm high

Stainless steel stanchions, pulpit and push pit.

Anchor and mooring

A deck wash is installed in the anchor locker

An electric windlass LOFRAN TITAN A, 2000 watts, 24 V, is installed in the windlass locker.

110m of 14mm galvanized anchor chain with 1 x 105 lbs CQR anchor + 1 x 55 lbs FOB anchor

2 CNB custom fairleads forward

2 CNB custom fairleads middle

2 CNB custom fairleads aft

4 SST 15" cleats

4 SST 12" cleats

Deck cushions

- 1 cushion set for the central cockpit
- 1 cushion set for the aft cockpit
- 1 cushion set for the sunbath area

All cushions with close cells foam

SPARS AND RIGGING

Spars

SPARCRAFT 3 spreader aluminium mast with in-mast furling,

SPARCRAFT aluminium boom with integrated hydraulic cylinder for mainsail outhaul

BAMAR electric Genoa furler

BAMAR electric Staysail furler

Hydraulic outhaul for main sail

Forward deck light

Adjustable mast step

Park Avenue boom with lazy bag to receive the main sail

Welded goose neck

SAILTEC hydraulic boom-vang

Standing rigging

Stainless steel rigging

1 Navtec hydraulic backstay ram with safety locks

2 runners

Running rigging

- 1 mainsail halyard \varnothing 12
- 1 mainsail topping lift \varnothing 14
- 2 Genoa halyards \varnothing 14
- 1 spinnaker halyard \varnothing 14 SPECTRA
- 2 staysail halyards \varnothing 12
- 1 mainsail sheet \varnothing 14
- 2 Genoa sheets \varnothing 16

- 2 runners \varnothing 14 and \varnothing 10
- 2 staysail sheets \varnothing 16
- 2 flag halyards 30m \varnothing 6

Hydraulic rigging

- 1 handpump for control of:
- 1 boom vang, 3 halyards (genoa, staysail mainsail) and 1 backstay cylinder
- 1 electro-hydraulic unit for control of mainsail outhaul and mainsail furling

SAILS - SPRAY HOOD – CANVAS

Sails

All sails from INCIDENCE

Mainsail: 100 m² (**new 2018**)

Genoa: 130 m² 110% (**new 2018**)

Staysail: 62 m² (**new 2018**)

Asymmetrical spinnaker: new 2015

Awning and dodgers

Foldable dodger for the main companionway. Foldable dodger for the aft cabin deck hatch

TANKS

Total water capacity:	2 x 835 liters (220 gal)
Total fuel capacity:	2 x 1382 liters (365 gal)
Total gray water capacity:	300 liters + 40 liters (80 + 10 gal)
Total black water capacity:	300 liters (80 gal)
Additional grey water tank aft cabin:	60l (13.2 gal)

STEERING SYSTEM

The steering system is with chain and cables. The minimum rudder angle 35° each side.

Rudder blade and rudder shaft

The rudder and the rudder shaft are built of aluminum. The rudder blade is suspended. JP3 type bearings are installed.

Quadrant

A welded aluminum quadrant is to the architect's plans. PAULSTRA ref. 512 951 rubber stops are installed on each.

Wheel

Two stainless steel steering wheels, diameter 1200 mm in cockpit.

Emergency steering system

An aluminum tiller is included.

PROPULSION

Main engine

1x VOLVO 180 hp, with app. 3.034hrs in 2/2021
HURT gear box ratio 2,8/1
Cruising Speed app. 9kn, max Speed app. 10kn
MAX POWER Bow thruster of 20hp

Engine controls

The engine control panel is located in aft cockpit. Sensors are ground insulated.
The Control panel is installed in the steering cockpit.
The panel contains:

- A MORSE electronic, single lever main engine control
- An engine on/off switch
- A starting key
- Rev counter
- oil pressure dial
- water temperature dial
- warning light and an emergency bell for the following:
 - Oil pressure
 - Water temperature
 - Battery charge failure
 - Bilge pump

Exhaust

The exhaust is wet type. A siphon breaker mounted before the through hull fittings.

Propeller shaft and propeller

A three blade GORI folding propeller is installed. The propeller shaft is stainless steel, 60 mm diameter.
A non-metal Hydrolube type ring is installed on the prop shaft bracket.
The "I" type cast stainless steel propeller shaft bracket is made according to the architect's plans.

GENERATOR

ONAN 17,5 kW 50 Hz, 220 volts single phase 50Hz with sound shield. With app. 5.606 hrs in 2/2021

Electric sensors and the starter are ground insulated.
The exhaust is wet type with water separator after the water-lock tank.
A generator control panel is integrated in the main switchboard.

PLUMBING

Freshwater circuit

A 100 liters water heater is installed. The electric power 2200 watts. Heat exchanger is connected to the generator cooling circuit.

A GR 24 volts pump or similar with SST expansion tank is installed.

Hot and cold water are distributed to all bathrooms, to the galley and to the deck shower.

A SEA RECOVERY RC 1400 (220 l/h, 48.4 gal/h) water maker is installed in the engine room - with approximately 500 hrs (9/2014). New membranes installed in 9/2013.

Sea water circuit

Three SST sea water filters are installed in the engine room.

Sea cocks and Piping is SST.

Zinc anodes are fitted in the circuit.

Fuel circuit

All piping, is rigid brass curved and welded piping except connections on engine and generator.

A double water separator filter type RACOR with alarm and paper filter cartridge is installed on the fuel main suction line.

Valves are installed so as to allow the separate use of the tanks.

Bilge pumps

The suction pipes are with stum boxes and non-return valves.

Two manual diaphragm pumps, HENDERSON MK V, are installed as follows:

- One in the interior, near to the engine room
- One in the cockpit

A high-power emergency pump is main engine driven via an electromagnetic clutch.

A system of valves allows pumping either bilge.

Three electric bilge pumps with automatic level switch.

An electric pump is installed in the aft locker.

Grey water circuit

Discharge pump FEIT-AMFA 24V with automatic level switcher.

Engine room firefighting

An inert gas system is installed in the engine room. A manual remote control is installed in the saloon.

Refrigeration

The FRIGOMAR refrigerator and freezer compartments are equipped with eutectic plates.

An external digital thermometer is installed for the refrigerator and the freezer.

A 1.5 HP FRIGOMAR compressor, 220V 50/60 HZ is installed in the engine room.

A VITRIFRIGO bar fridge is 80 installed in the saloon.

The double door fridge has 310l of volume

The freezer has 248l of volume

Air conditioning

A FRIGOMAR 410 chiller series reverse cycle of 45.000 BTU and 32.5 BTU, 220 V 50/60 Hz air conditioning systems are installed in the engine room. There are 9 air handlers installed in different compartments throughout the yacht.

A thermostat is installed in each air-conditioned compartment for individual adjustment.

ELECTRICITY

General

A 220 volts 50 Hz 3 wire circuit, via a ground isolation transformer is installed.

Shore power is provided aft and forward with extension cable.

This circuit is shore, generator or inverter powered.

A 24 volts "service" circuit, two wires, negative insulated is installed.

24 V DC circuit isolation is controlled by means of an indicator at the main switchboard.

Battery charger / Inverter / Batteries / Alternator

2x A 100 amps/hour MASTERVOLT 24 volts automatic battery chargers, 220 volts powered are installed in the engine room for charging service batteries.

One inverter 24/220 volts 5.000 watts sinus waves, is installed.

- 1 service battery 24V/1.000 Ah (new 2018)
- 1 main engine and generator starting battery 12V/135 Ah
- 1 radio emergency battery 24V/115 Ah plus charger
- 1 electronics buffer battery 24V/115 Ah plus charger

A MASTERVOLT 175 A/h main engine driven alternator charges the service batteries.

A switch allows battery service to be used for starting the main engine and the generator.

Anodes

Six zinc anodes, \varnothing 150mm, are mounted flush on the hull. A zinc anode mounted on the propeller shaft.

NAVIGATION EQUIPMENT AND ELECTRONICS

1 RAYMARINE E 120 multi-function display on chart table with GPS, Chart plotter, Radar, Fishfinder and many other settings

1 RAYMARINE E 90 multi-function display on steering console with GPS, Chart plotter, Radar, etc...

1 RAY-218E- VHF on chart table and 1 RAY-218E- on steering station

1 RAYMARINE SPX-30 Autopilot

1 RAYMARINE ST 70 on steering console

1 RAYMARINE ST 70 in captain's cabin

SEATALK software update for chart plotter in 3/2013

1 ICOM handheld VHF

TV Antenna

"panic button" in aft cockpit

2 Suunto magnetic compasses, one on each steering console

1 barometer

Radar and antenna on mast

ACCOMMODATION

Owner

1 full width cabin forward the saloon, with double berth and ensuite bathroom

Entertainment:

1 BOSE 3-2-1 Entertainment system GS series III System (music, radio and DVD system" with 2 loudspeakers and 1 subwoofer

1 SAMSUNG 32" flat screen TV

2 water proof speakers in the cockpit with fader

Guests

Access from the aft steering cockpit

1 cabin with double berth and ensuite bathroom (aft port side)

1 cabin with two single berths and ensuite bathroom (aft starboard side)

Crew

1 cabin with double berth and ensuite bathrooms (amidship portside)

1 berth in forepeak

1 galley

General

Deck hatches have blinds and mosquito screen.

Portholes have blinds.

Saloon

Main companionway curved steps with stainless steel hand rails

Entertainment:

1 BOSE Lifestyle DVD Entertainment system with surround sound including 4 loudspeakers and 1 subwoofer

1 SAMSUNG 32" screen TV

Chart table

Locker for charts, bookshelf, drawer, instrument panel

APPLIANCES

1x LG microwave oven

1x COMENDA professional Dish washer (3 minutes per cycle)

1x ELECTROLUX washing machine 3kg installed in forepeak

1x ELECTROLUX dryer installed in forepeak

1x BOSCH 4-burner gas stove

1x BOSCH electric oven

1x 31,000 cu ft / h range hood

Wine cellar for 20 bottles in saloon

SAFETY GEAR

AVON 2 x 8 person life rafts

EPIRB 406Hz (new 3/13)

10 Life jackets

2 Lifelines

2 DOMETIC Safes, one in owner`s cabin and one in captain`s cabin

TENDER

1 ZODIAC RIB cadet 3,40m

25hp YAMAHA outboard engine

FENDERS

8 inflatable fenders – long

6 inflatable fenders – round

1 inflatable fenders – rectangular

SPARE PARTS

Vast amount of spare parts onboard

Haas International offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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Rendez-Vous CNB Yachts, Elba, 06/2018 ©Nicolas Claris



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Foredeck

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Dinghy



Bathing platform

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Aft steering cockpit



Central cockpit

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Central cockpit



Al fresco dining

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Saloon



Saloon – starboard side

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Saloon - Nav station



Forward master cabin, looking aft

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Forward master cabin, starboard side



Forward master cabin, looking forward

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Master bathroom



Stairs from saloon to central cockpit, galley on the starboard side, captain cabin on the portside

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Aft double guest cabin



Captain cabin amidships

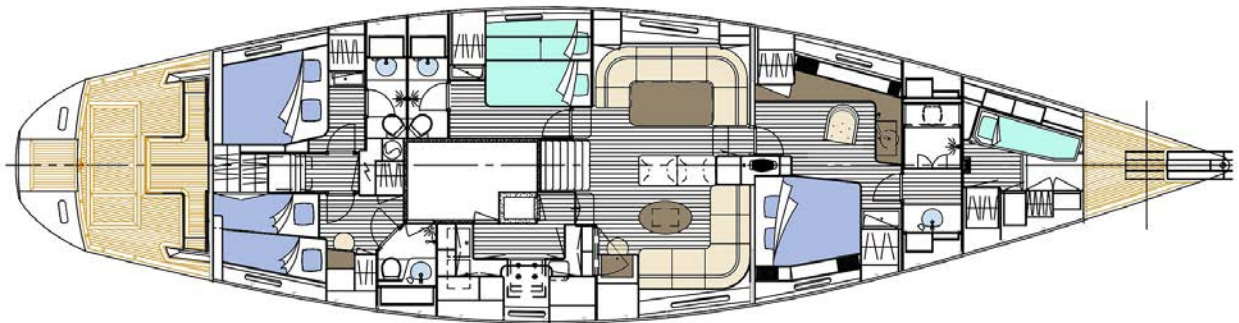
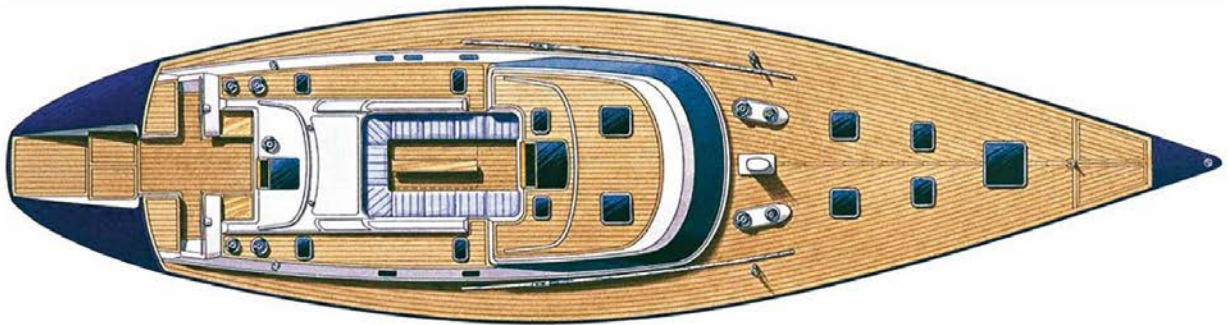
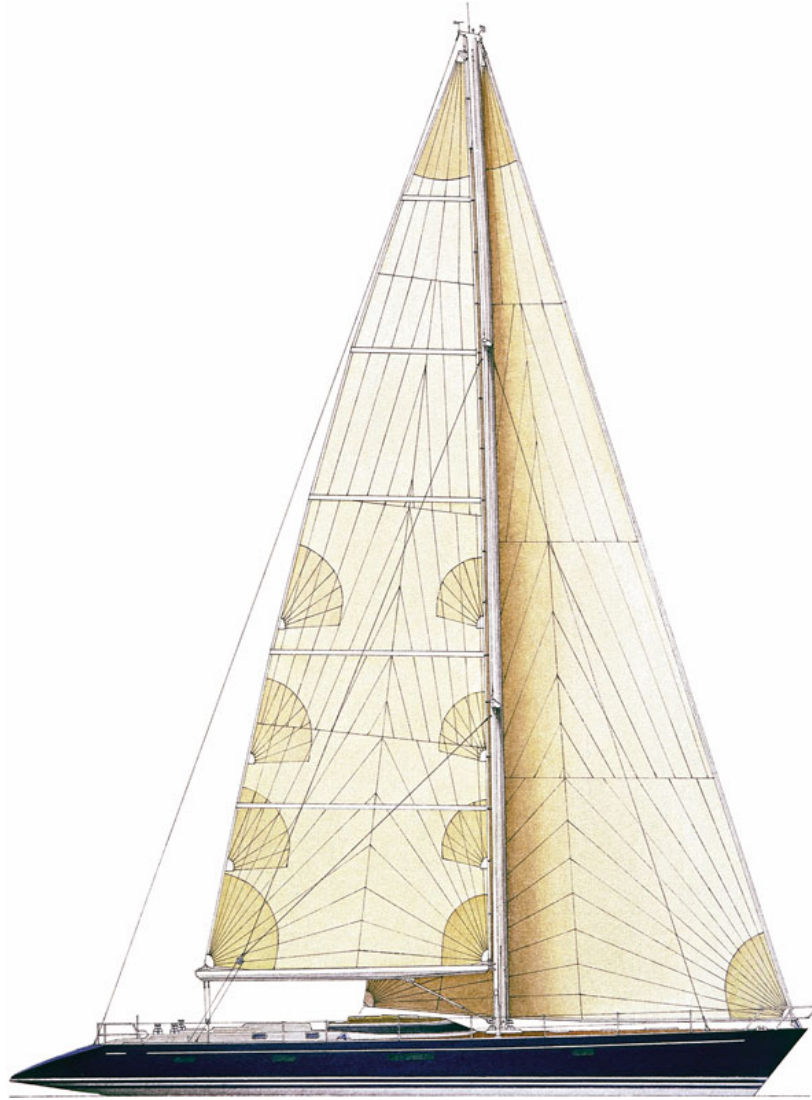


Guest bathroom



Galley

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Deck & interior layout